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Noted  
W7 G*

8 MAR 1965

MEMORANDUM FOR THE RECORD

25X1A2d1

SUBJECT: Project [REDACTED] Checkout and Testing of 3-335 KW Diesel Electric Sets

25X1A9a

25X1A5a1

- REFS : (a) Memo from [REDACTED] dated 9 February 1965  
(b) Memo to C/ICS/PD from C/UEB/RECD dated 13 November 1964  
(c) Memo to C/ICS/OD from C/UEB/RECD dated 20 August 1964  
(d) Memo from [REDACTED] to Contracting Officer dated 27 October 1964  
(e) Memo from [REDACTED] to Contracting Officer dated 4 December 1964  
(f) Memo from [REDACTED] to Contracting Officer dated 6 August 1964

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1. [REDACTED] was given a contract in December 1964, to checkout and test the power generating and distribution system on Project [REDACTED]. The [REDACTED] representative started this checkout and testing on 7 December 1964 and finished on 26 February 1965.

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2. This office has been concerned about the length of time taken by the [REDACTED] representative in getting these deficiencies corrected.

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3. [REDACTED] was interviewed in the office of [REDACTED] at Alexandria on 1 March and the following inferences and conclusions are presented:

a. [REDACTED] services requested prematurely. The units were not ready for test and checkout when he started to work on 7 December 1964.

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b. The [REDACTED] installation team consisted of untrained personnel and appear to have been poorly supervised.

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C  
DC [REDACTED]  
EC [REDACTED]  
C/ACQ  
C/CE/M  
C/UE/M  
to 4-  
Please follow up on para 10 to be sure that [REDACTED] gets the notification you request.

25X1C4a

DOC	3	RE DATE	9-2-82	BY	006/199
CRIG COMP		OPT	25	TYPE	01
CRIG CLASS	Approved For Release 2001/07/30	CIA-RDP78-05691A000300140003-0			
JUST	22	NEXT REV	2012	AUTH	HR 70-2

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GROUP 1  
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downgrading and  
declassification

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25X1A2g

SUBJECT: [REDACTED] - Checkout and Testing of 3-335 KW  
Diesel Electric Sets

c. The electric generator sets were not properly installed and some work was done over. Some of the modified work, by [REDACTED] is not in accordance with good installation practice but is acceptable, considering the circumstances.

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d. The high-potential test of the power feeders was not contemplated and consumed a considerable amount of time.

e. The faulty operation of the tachometers was caused by a [REDACTED] mistake in installation.

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f. The malfunction of the reverse power relays appear to have been caused by someone in the field making adjustments and not understanding the function of these relays.

g. [REDACTED] does not appear to have the required knowledge or skill that was necessary for this checkout and, therefore, the time period was greatly extended.

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25X1A9a

4. [REDACTED] agreed to investigate the difficulty encountered with the reverse power relays and to supply new relays. If these cannot be installed by our operator, he will make arrangements to have them installed and tested.

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5. [REDACTED] agreed that the invoice for [REDACTED] work would be adjusted to compensate for [REDACTED] caused failures and delay in the testing and checking out.

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6. It appears that all deficiencies except two have been corrected and the power plant is in an operating condition.

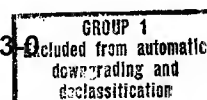
a. An exhaust manifold, that was cracked, should be installed. A new one supplied by [REDACTED] is at the site but did not arrive in time for installation by [REDACTED]

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b. The reverse power relays are to be replaced and made operational.

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25X1A2g

SUBJECT: [REDACTED] - Checkout and Testing of 3-335 KW  
Diesel Electric Sets

7. It is recommended that these electric sets be operated for at least two hours daily, under load available, until they are placed in service.

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8. The attached report, ref. (a) above, from the [REDACTED] field- engineer who visited the site in January 1965 is for your information and guidance. The units that he inspected and made recommendations are similar to the ones in our power house (16V-71). Your attention is directed to the last paragraph of this report. "For maximum engine life, these sets should not be operated continuously in excess of 280 KW output." It appears that the 335 KW rating on these engines is marginal and any attempt to run these engines continuously at 335 KW will increase the maintenance and operational failures.

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9. A review of the above referenced memos discloses that there is considerable confusion as to whether the engines as installed were provided with piston rings of the latest approved type. The reason that this information is necessary is because this engine (16V-71) has been experiencing operating difficulties which causes excessive fire ring breakage and abnormal ring face wear. (See reference (a) above). [REDACTED] should be notified by the contracting officer that these deficiencies will be corrected if they develop. There seems to be a difference of opinion between [REDACTED] as to whether our engines are equipped with the new ring sets. (See references (d), (e), and (f) above).

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10. It is requested that the Contractor [REDACTED] be formally notified that he will be expected to replace the ring sets in our diesel sets with the latest type rings supplied by the manufacturer if our engines develop the type of troubles that have arisen in this engine on other installations.

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[REDACTED] X1A9a

UEB/RECD

Attachments: (Refs a-f)

Distribution:

Orig. - OL/RECD

1 - OC/E w/atts.

1 - OC/P w/atts.

1 - OL/PD/GFB/IDPS w/atts.

1 - EE Div. w/atts.

1 - OL/RECD/Project (Official)

1 - OL/RECD/UEB/Chrono w/atts.

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OL/RECD/UEB, [REDACTED] cb/3023 (8 March 1965)

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# MISSING PAGE

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ORIGINAL DOCUMENT MISSING PAGE(S):

ATTACHMENT

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